
	<b>GROTON POLICE DEPARTMENT</b> <b>POLICY AND PROCEDURE</b> <b>GENERAL ORDER</b>	Distribution	General Order Number
		ALL PERSONNEL	<b>3.06</b>
		Original Issue Date	Reissue/Effective Date
		10/29/18	01/08/20 / 01/15/20
Order Title:  <b>VEHICLE PURSUIT</b>		Accreditation Standard:	Section
		POSTC 1.7.2, 1.7.17	3
		Section Title <b>RULES OF CONDUCT</b>	
Rescinds:		 <b>Louis J. Fusaro, Jr., Chief of Police</b>	

*This General Order is for departmental use only and does not apply in any criminal or civil proceeding. This General Order should not be construed as creation of a higher legal standard of safety or care in an evidentiary sense with respect to third party claims. Violations of this General Order will only form the basis for departmental administrative sanctions. Violations of law will form the basis for civil and criminal sanctions in a recognized judicial setting*

## I. PURPOSE

The purpose of this policy is to establish guidelines for effective and efficient operational standards that will assist Groton Police Department in the care and operation of police emergency vehicles.

## II. POLICY

The Groton Police Department, the main agency in charge of public safety within the Town of Groton, has the responsibility of implementing measures to guarantee the wellbeing of all people. As such, the Department's public policy includes measures to ensure compliance with vehicle and traffic regulation on public roads and highways.

Emergency response driving and vehicular pursuit of fleeing suspects can present a danger to the lives of the public, officers, and suspects involved in the pursuit. It is the responsibility of the Department to assist officers in the safe performance of their duties. To fulfill these obligations, it shall be the policy of this Department to regulate the manner in which emergency response driving and vehicular pursuits are undertaken and performed.

No officer or supervisor shall be criticized or disciplined for a decision not to engage in a vehicle pursuit based on the risk involved even in circumstances where this policy would permit the commencement or the continuation of the pursuit.

## III. DEFINITIONS

Authorized emergency vehicle: A police vehicle equipped with operable emergency equipment, including audible siren and red/blue flashing lights, while such vehicle is being operated by a police officer.

Barricade: Any movable or stable method used to restrain or impede free flow of motor vehicles on a public road or highway in order to detain or apprehend a suspect or suspects that are either driving a motor vehicle or traveling as passengers.

Boxing In: Surrounding a violator's moving pursuit vehicle by emergency vehicles, which are then slowed to a stop along with the violator's vehicle.

Crime of Violence: An offense in which physical force, the attempted use or threatened use of physical force, is used against another person(s) for the purpose of, injuring, damaging or abusing another person(s), or any offense that is a felony and that involves a substantial risk that physical force against another person may be used in the course of committing the offense.

Communications: The central dispatch center or personnel staffing the central dispatch center of the police agency in the jurisdiction where the pursuit is occurring.

Heading Off: An attempt to terminate a pursuit by pulling ahead of, behind, or toward a violator's moving vehicle to force it to the side of the road to otherwise come to a stop.

High Speed: Any operation of an official vehicle over the identified speed limit in the area of operation.

Intervention Technique: Any device by its design used to reduce the risks or dangers associated with police pursuits that, when deployed and contact is made, will cause the fleeing vehicle to sustain flattened tires and force it to slow down.

Low Speed Intervention Techniques: Channeling is an attempt to direct a vehicle being pursued into a progressively narrowing passageway or lane location on a roadway. Pursuit Intervention Technique (PIT) is a low speed maneuver designed to cause the suspect vehicle to spin out, stall or come to a stop. Both techniques are prohibited under this policy.

Low Speed Pursuit: An attempt by an officer, with emergency lights and siren engaged, to stop a vehicle that is traveling at or below the speed limit.

Police Agency: The Division of State Police within the Department of Public Safety, including local police officers serving in municipalities with a Resident State Trooper, or an organized municipal police department.

Primary Unit: The police vehicle operated by a police officer that initiates a pursuit or any police vehicle operated by a police officer that assumes control of the pursuit.

Public Risk: The degree of risk to the public posed by the actions of the suspect. It is generally comprised of the following elements: the risk inherent in the initial act or crime committed by the suspect, and the risk faced by the public should the suspect be allowed to escape and remain at large.

Pursuit: An attempt by a police officer in an authorized emergency vehicle to apprehend any occupant of another moving motor vehicle, when the driver of the fleeing vehicle is attempting to avoid apprehension by maintaining or increasing the speed of such vehicle or by ignoring the police officer's attempt to stop such vehicle.

Roadblock: An obstruction used in the roadway, natural or manmade, having the purpose of stopping vehicular traffic.

Secondary Unit: Any police vehicle that becomes involved as a backup to the primary unit and follows the primary unit at a safe distance.

Street Paralleling: Driving the police vehicle on a street parallel to a street on which a pursuit is occurring.

Supervisor: A person designated by the policy agency to have supervisory control over the operation of the agency's vehicles during a pursuit.

Terminate: To immediately stop or cease the pursuit by pulling over to the side of the road or turning onto a side street. The pursuing officer and all units involved in the pursuit shall cease involvement in the pursuit and return to non-emergency driving operation. Following behind or paralleling a vehicle with or without emergency equipment activated after the pursuit has been terminated is not authorized, unless explicitly directed by the supervisor in command of the pursuit.

Tire Deflation Device (Stop Sticks): A tire-puncturing apparatus which can be placed on a road surface in front of a moving vehicle such as an automobile. A special spike is used to first penetrate the tire's surface and then embed a hollow quill into the tread of the tire, allowing the tire to deflate at a controlled rate, rather than causing a blowout and subsequent loss of control of the vehicle

Uniform Statewide Pursuit Policy - refers to Sections 14-283a-1 to 14-283a-4, inclusive, of the Regulations of Connecticut State Agencies.

Vehicle Contact Action: Any action undertaken by the pursuing officer intended to result in contact between the moving police vehicle and the pursued vehicle.

Vehicle Paralleling: A deliberate offensive tactic by one or more law enforcement vehicles to drive alongside the pursued vehicle while it is in motion.

Violation: An offense, for which the only sentence authorized is a fine, is a violation unless expressly designated as an infraction. C.G.S. § 53a-27.

Violator: Any person operating a motor vehicle that a police officer reasonable believes: (1) has committed a violation or a crime as defined by Connecticut General Statutes, **or** (2) poses an immediate threat to the safety of the public or other police officers.

## IV. PROCEDURE

### A. Emergency Driving – General

1. Marked police vehicles engaged in an emergency response, day or night, will utilize overhead emergency lights, siren and alternating headlights or front strobes in grill.
2. Only unmarked vehicles equipped with alternating headlights or front strobes in grill, siren, and authorized emergency lights will engage in an emergency response or pursuit.
3. In cases of crimes in progress, the siren will be utilized up to the point where it may be heard at the scene of the crime; the lights will be utilized until they may be visible at the scene.
4. Once the emergency response is terminated, and the use of lights and siren are discontinued, officers will respond in obedience to all traffic laws.
5. Unmarked police vehicles not equipped with emergency response equipment will not be operated in an emergency response.
  - a. If dispatched to a high priority incident in an unmarked vehicle without emergency response equipment, officers will respond in obedience to all traffic laws.
  - b. Unmarked police vehicles may temporarily engage in a pursuit authorized in Sections B and C (below) only until a marked unit is available at which time the unmarked unit will disengage and/or become the back-up or an assisting unit.
6. Non-sworn employees will NOT engage in emergency response or pursuit driving.
7. Officers will not engage in an emergency response or pursuit driving while transporting non-departmental persons (prisoners, witnesses, etc.) unless:
  - a. The passenger is a ride-along observer who has signed a Liability Release Form; or

- b. When necessary to preserve life when a timely ambulance transport is not available.
- 8. The officer's supervisor will be responsible for the management of any emergency response, including the responsibility to terminate same.
- 9. Escorts of civilian vehicles will only be conducted in medical emergencies when:
  - a. Such escort is necessary to preserve life and timely ambulance transport is not available; or
  - b. Permission is granted by an immediate supervisor.

**B. Initiation of a Pursuit**

- 1. All officers must, prior to starting a pursuit, secure their seatbelts and activate all audible and visible emergency warning signals, and shall take any proper precautions in order to safeguard their life, as well as the life and property of others.
- 2. The decision to initiate pursuit must be based on the pursuing officer's objectively reasonable determination, based upon the information available, that the threat of imminent death or serious physical injury to the officer, the public or both created by the pursuit is less than the immediate or potential danger to the public should the suspect remain at large.
- 3. Officers must not assume that all persons who flee from the police and refuse to yield are felons. Experience has shown that most pursuits involve misdemeanor and motor vehicle violations only. Officers should also be aware that, in the heat of a chase, the violator frequently refuses to give up and the officer, likewise, feels the obligation to succeed in the pursuit. This psychological phenomenon may cloud an officer's judgment and may cause him to continue a chase beyond the point where common sense and good judgment would require the pursuit to be terminated.
- 4. Officers must constantly evaluate the risks involved with initiating or continuing a pursuit or emergency response, and assess if the risks associated with the pursuit outweigh the possible benefits as determined by a review that includes, but is not limited to, the following factors:
  - a. Reason for the response or pursuit, seriousness of the incident or charges;
  - b. Traffic density/pedestrian volume and population density;
  - c. Weather/road conditions;
  - d. Speed involved;

- e. Officer's driving skill/specialized training;
- f. Time of day;
- g. Type of area (business vs. residential);
- h. Type of road;
- i. Condition of police vehicle/capabilities of police vehicle;
- j. Direction of travel /direction of other traffic;
- k. Type of vehicle being pursued/capabilities of vehicle pursued;
- l. Presence of other persons in the police vehicle;
- m. Availability of additional police vehicles to assist at the scene or to intercept pursued vehicle;
- n. Knowledge of the offender's identity and danger to the community if the suspect is not immediately apprehended;
- o. Danger caused by the operation of vehicle being pursued is less than the immediate danger to the public should the suspect remain at large;
- p. Alternate means of apprehension, including knowledge of the identity of the suspect(s) and possible destination;
- q. Likelihood of apprehension, including availability of assistance;
- r. Pursuing officer's driving skills and familiarity with the roadway/area;
- s. Characteristics and driving behavior exhibited by the suspect(s);
- t. Existence of possible innocent third party inside suspect vehicle; and
- u. Ability to maintain radio communications.

### C. Prohibitions

1. Officers are authorized to engage and continue in a pursuit only when they have reasonable suspicion to believe the driver or occupant has committed or is attempting to commit a crime of violence, or when officers can articulate the exigent need to apprehend the suspect(s) because of the potential for harm to the public (Public Risk). The danger created by the suspect cannot constitute justification for the pursuit.
2. Offenses that constitute Infractions, property crimes, (to include stolen motor vehicles), non-violent misdemeanors and non-violent felonies shall not be justification to engage in a pursuit of another vehicle, absent articulable exigent circumstances.
3. High speed vehicle pursuits are prohibited under the following conditions:
  - a. When non-law enforcement officers are present in the vehicle;
  - b. Pursuits of motorcycles;
  - c. During severe weather conditions;
  - d. The police vehicle does not have functioning emergency equipment (lights and siren);

- e. The identity of the violator has been established to the point that a later apprehension and identification is likely through other means, unless there exists an immediate need for apprehension
- 4. All intervention tactics such as low speed tactical intervention techniques, and speed channeling are prohibited. They include Channeling and Pursuit Intervention Techniques (PIT).
- 5. Officers shall not pursue any off-road type vehicles, which include three and four wheeled ATVs, dirt bikes, motorized scooters, go-peds, mopeds, go-carts, and any other recreational type vehicle that may be operated on public roads or property. Very often these vehicles are operated by youths who are incapable of handling the pressures involved in pursuit situations. In only the most extreme situations, where allowing the operator's escape creates a severe risk of serious injury or death to either an officer or another citizen, a supervisor may allow the pursuit.
- 6. Officers are prohibited from discharging firearms at or from a moving vehicle or bicycle unless officers reasonably believe deadly force is necessary to defend the officer or a third person from the use, or imminent use, of deadly force, by means other than the vehicle. For purposes of this policy, officers will not discharge their firearms at moving vehicles except under extreme circumstances.
  - a. This does not preclude exigent circumstances such as, but not limited to, where the officer reasonably believes there are no other means available to avert the threat of the vehicle, or if such vehicle is being utilized as a weapon against the officer(s), or another person, such as in a vehicle ramming attack.
  - b. No officer should intentionally position his or her body into the path of a fleeing motor vehicle, unless such action is a tactic approved by the law enforcement unit, that employs such police officer and in accordance with an established written policy. Whenever possible, the involved officer should make an effort to move to an area of safety if the vehicle becomes a threat, including retreating from the threat, if practical.

#### D. Pursuit Procedures

- 1. All authorized emergency vehicle operations shall be conducted in strict conformity with Sections 14-283a-1 to 14-283a-4, inclusive, of the Regulations of Connecticut State Agencies, and Section 14-283a of the Connecticut General Statutes. Officers shall not drive with reckless disregard for the safety of other motorists or pedestrians.

2. Upon engaging in, or entering into a pursuit, the pursuing vehicle shall activate appropriate warning equipment. An audible warning device shall be used during all such pursuits to alert other motorists to unexpected pursuit vehicle maneuvers.
3. High speed operation - Officers in pursuit may operate their vehicle at a speed that the condition of the vehicle, existing road, traffic, environmental conditions, and the officer's driving abilities will safely permit.
4. Pursuing officers entering any intersection against traffic control signals or signs shall slow to safe speeds and be prepared to slow or stop to avoid a collision, when necessary.
5. When a motor vehicle pursuit is initiated, the pursuing officer will immediately report same to emergency dispatch personnel by stating that the officer has a pursuit and advising of the following:
  - a. The officer's assigned unit number;
  - b. Initial purpose of stop and reason for pursuit (officer will clearly articulate this);
  - c. Location, route, and direction of travel;
  - d. Description of pursued vehicle and license plate number;
  - e. Number of occupant(s) and description;
  - f. Weapons involved, if any;
  - g. Speed of pursuit; and
  - h. Operation of pursued vehicle, e.g., reckless, slow, etc.;
6. The officer shall keep dispatch personnel updated on the status of the pursuit.
7. All personnel on the same channel will refrain from radio transmissions during the pursuit except for short transmissions of their locations as safety permits. A secondary channel will be utilized for other emergencies.
8. When engaged in a pursuit, officers shall drive with due regard for the safety of persons and property.
9. Communications Division personnel shall immediately notify the on-duty supervisor, clear the radio channel of non-emergency traffic, enter the pursuit into the CAD system, and relay necessary information to other Groton Police Officers, and adjacent police agencies in whose directions the pursuit is proceeding.



## 10. Number of Police Units

- a. The primary unit in pursuit and two back up units will be responsible for the actual pursuit. With the authorization and direction of a supervisor, other assisting units may take parallel courses and/or remain in the area of the pursuit.
- b. When feasible, available patrol units having the most prominent markings and emergency lights shall be used to pursue, particularly as the primary unit. If the pursuit is initiated with an unmarked vehicle, such unit shall become the secondary unit when a marked unit becomes available. The unmarked unit shall disengage when two marked units become available as the secondary unit / back-up units.
- c. No more than two police vehicles (to include patrol vehicles from other agencies) and one supervisor will follow behind the suspect vehicle in a pursuit.
- d. The primary pursuit unit shall become the first secondary unit when the fleeing vehicle comes under police air surveillance, or when another unit has been assigned primary responsibility.
- e. Motorcycles may be used for a pursuit in exigent circumstances including, but not limited to, situations where a felony has been committed, deadly force has been used by a vehicle occupant, or the pursuit is necessary to preserve a life, provided that weather and related conditions allow such pursuit to continue. Motorcycles shall disengage from the pursuit when support from marked patrol units becomes available.
- f. The secondary unit will become the primary unit when the primary unit becomes disabled or is unable to continue the pursuit.
- g. The back-up unit shall follow at a safe distance and shall be responsible for all radio communications, allowing the primary pursuing unit to devote full attention to driving.
  - 1) Exception: If the primary pursuing unit is a two-officer vehicle, the unit may opt to maintain responsibility for radio communications. In such a case, the passenger officer will assume responsibility for all communications.
- h. The back-up unit will maintain a safe distance behind the primary pursuing unit that is reasonable, prudent and safe under the existing conditions to permit adequate breaking and reaction times if any preceding vehicle stops, slows, turns, becomes disabled or collides

with any vehicle or object. Other than one supervisor, no other units will follow behind these two units if the supervisor is the second back-up unit.

- i. Police officers, not engaged in the pursuit as the primary or secondary units, shall not follow the pursuit on parallel streets unless authorized and directed by a supervisor.
- j. Once the pursued vehicle is stopped, police officers shall utilize appropriate police officer safety tactics and shall be aware of the necessity to utilize only the force the police officer reasonably believes to be necessary to take occupants into custody.

#### 11. Passing Primary Pursuit Vehicle

- a. There shall be no attempt by officers to pass the primary pursuing unit unless a request is made to do so by the primary pursuing unit or unless directed by a supervisor.

#### 12. Overtaking Pursued Vehicle

- a. Overtaking or attempts to overtake a pursued vehicle is prohibited.

#### 13. Controlled Access Highways

- a. Pursuit vehicles shall not pursue a vehicle the wrong way on a controlled access highway. The following options are to be considered:
  - 1) Maintain visual contact with the suspect vehicle by paralleling it on the correct side of the highway.
  - 2) Request assisting units to observe the exits available to the suspect vehicle, and block access to the highway for other vehicles which may head into the path of the suspect vehicle.

#### 14. Forcible Stops

- a. Offensive Driving Tactics are Limited: Deliberate contact between vehicles such as intentional collision, PIT Maneuver, ramming or heading off the fleeing vehicle by a police vehicle is prohibited.
- b. Boxing in a suspect vehicle is prohibited unless expressly authorized by a supervisor.

- 1) Boxing in shall only be performed at relatively low speeds. The use of such a tactic must be carefully coordinated with all involved vehicles, taking into consideration the circumstances and conditions apparent at the time, as well as the potential risk of injury to police officers, the public and the occupants of the violator vehicle.
  - 2) Boxing in normally requires two or more police units to position themselves around the violator to form a box at low speeds pursuits. Once the fleeing vehicle is blocked, the police pursuit vehicles slowly and gradually reduce their speed, causing the violator to stop.
  - 3) It must be anticipated that a violator may attempt to maneuver past the lead blocking vehicle or intentionally collide with it or one of the other blocking vehicles to move out of the box.
  - 4) Boxing-in techniques shall be used in accordance with department policy and training.
- c. Roadblocks and Barricades are prohibited unless specifically authorized by the supervisor after consideration of the necessity of applying deadly physical force to end the pursuit, after all other alternatives have been exhausted or would be ineffective;
- 1) A dangerous fleeing felon – a person whom there is reasonable cause to believe that the person has committed a violent felony involving an actual or threatened attack which the officer has reasonable cause to believe could or has resulted in death or serious physical injury; or
  - 2) Any person who is operating a motor vehicle recklessly and in such a manner as to reasonably likely to cause death or serious injury to any other person should they be allowed to continue operation of the vehicle.
  - 3) The use of roadblocks shall be in accordance the department policy and training.

#### 15. Tire Deflation Device (Stop Sticks)

- a. With prior authorization, a stop stick may be deployed in stationary vehicle situations for the following purposes:
  - 1) To prevent a vehicle(s) from being moved by a suspect attempting to flee a scene.

- 2) To prevent movement of a vehicle that is, or possibly will be, evidence.
- b. The deployment of a stop stick on a moving vehicle during the course of a pursuit is considered a use of force and shall be used in accordance with this policy and the Department's Use of Force Policy.
- c. A stop stick will be deployed only with the approval of a Supervisor. A Supervisor's approval may be communicated through the emergency dispatch personnel.
  - 1) The supervisor must give consideration to all available information and authorize the use of the stop stick only when in his/her opinion the use of the stop stick is necessary to bring a pursuit to an end.
  - 2) Requests from outside agencies for the use or deployment of a stop stick will be at the discretion of the supervisor.
- d. No officer shall deploy a stop stick unless the following criteria are met:
  - 1) The officer has received the designated training for deployment of the stop stick established by the Department's Training Unit.
  - 2) A sergeant or higher-ranking officer has authorized the deployment of the stop sticks. Exceptions from a sergeant or higher-ranking officer's approval are justified when in the totality of the situation or the circumstances surrounding the pursuit presents additional risks that clearly outweigh prior approval of the deployment of a stop stick.
  - 3) The officer deploying the stop stick must advise pursuing vehicles, by radio, that a stop stick will be used, where the stop stick will be used, and any officer-controlled lane restrictions established.
- e. Stop Sticks should not be deployed:
  - 1) To terminate pursuits involving motorcycles, mopeds or other vehicles with less than four (4) wheels, or any vehicle transporting flammable or hazardous materials.
  - 2) Roadways bounded by steep descending embankments.

- 3) Areas of special events or activities.
- 4) Curves or locations where the safety of oncoming traffic cannot be ensured (blind hills and curves).
- 5) Construction zones.
- 6) Pedestrians in the immediate area.

f. Deployment Process:

- 1) The stop stick will be maintained as per instructions and secured within the trunk as designed.
- 2) After removal from the trunk the spike will be deployed and secured in accordance with training and manufacturer's instructions.
- 3) Personnel will make every effort to deploy the tire deflation device from a position of safety, utilizing protective barriers, such as guardrails, a tree, etc. (officer's patrol vehicle or any other vehicles are not appropriate protective barriers).
- 4) The positioning of the police vehicle(s) must allow for a lane of traffic to remain open, across which the stop stick may be deployed.
- 5) Whenever possible, officers should place their vehicles out of sight of the approaching suspect vehicle in order to reduce the chance of stop stick avoidance by the suspect vehicle.
- 6) An officer shall remain outside his/her police vehicle when deploying a stop stick. Officers, however, must take a safe cover position away from the point of contact between the suspect vehicle and the stop stick.
- 7) Remove the stop stick immediately after it has been run over to allow police vehicles to proceed.
- 8) Stop sticks are not waterproof and must be wiped dry before they are returned to their storage rack.
- 9) The damaged portion of a stop stick used to successfully stop a vehicle involved in a pursuit should be placed in evidence. The undamaged portion(s) of a stop stick may be returned to service. All damaged stop sticks not placed in evidence should

be turned into the Training Unit for replacement.

- 10) Personnel using the tire deflation device will return the device to proper storage/deployment ready condition, following training directives.

g. Reporting:

- 1) The deployment of the stop stick must be documented with a Use of Force Report Form by the deploying officer.
- 2) A copy of the report shall be sent to the Captain.
- 3) A Use of Force Form must be generated as per current Policy: Reporting and Investigating Force General Order 3.05.
- 4) In the event the deployment of a stop stick results in a fatality, the stop stick will be turned over as evidence in any ensuing investigation.

16. Traffic Control Devices

- a. Extreme care will be used when passing traffic signs or signals. Police vehicles will stop to insure that all vehicular and pedestrian traffic is aware of and yielding to the emergency vehicle. When two or more emergency operated vehicles approach an intersection at the same time from different directions where traffic control devices are installed, said devices will determine the right-of-way.

17. Apprehension

- a. The primary and back-up units and supervisor are responsible for the activities at the apprehension site. No other units will respond unless requested by the primary unit or supervisor as dictated by the situation.

18. Termination

- a. The pursuit may be terminated by the primary unit at any time.
- b. The police officer serving as the primary unit engaged in the pursuit shall continually re-evaluate and assess the pursuit situation, including all of the initiating factors, and terminate the pursuit under any of the following conditions:
  - 1) When circumstances develop, whereby the risks associated with continued pursuit are greater than the potential danger to

the public or greater than the need to make an immediate apprehension.

- 2) Under those circumstances wherein the offender can be identified and an arrest made at a later time without risk of creating an unreasonable danger to the public.
  - 3) When the pursued vehicle's location is no longer known by pursuing officers.
  - 4) When radio contact is lost and officers are prevented from communicating with their supervisors, dispatch personnel, or other police officers.
  - 5) When the officer is unfamiliar with the area and is unable to accurately notify the dispatcher of his location and the direction in which the pursuit is proceeding.
  - 6) When ordered by the supervisor in accordance with Section E below.
- c. A pursuit may be terminated if the identity of the occupants has been determined, immediate apprehension is not necessary to protect the public or police officers, and apprehension at a later time is feasible.
  - d. A pursuit shall be terminated if the police officer knows or is reasonably certain, that the fleeing motor vehicle is being operated by a juvenile and the suspected offense is not a violent felony.

E. Immediate Supervisor's Responsibilities

1. Affirmatively authorize continuance of the pursuit and immediately acknowledge responsibility for management of the pursuit by stating over the radio his/her unit number and the fact that he/she is responding to the area.
2. If a supervisor determines that more units are needed, the number of units will be determined by:
  - a. The nature of the offense;
  - b. The number of suspects involved;
  - c. Whether the participating units have more than one officer; and
  - d. Other clear and articulated facts that would warrant the increased hazard of having more police units involved.

3. Assume sole supervisory responsibility for monitoring the pursuit until termination, until or unless relieved by a higher ranking authority.
4. Determine the reason for the pursuit, direction of travel, speed, description of vehicle, description of occupant(s), and weapons involved, if any.
5. Terminate any pursuit that does not conform to the restrictions of this policy as outlined herein.
6. Terminate any pursuit where the risks to continue the pursuit outweigh the benefits.
7. Constantly evaluate risks in continuing the pursuit.
8. When the supervisor issues a termination directive, all agency vehicles shall disengage warning devices and cease the pursuit immediately.
9. If pursuit is terminated, the supervisor will confirm that all units have ceased the pursuit.
10. The on-duty supervisor shall respond to the location where a vehicle has been stopped following a pursuit.

F. Emergency Communications (Dispatch) Center Responsibilities

1. The Communications Center dispatcher, upon notification of a pursuit will:
  - a. Clear the channel except for vehicles involved in the pursuit; and
  - b. Ensure that all other transmissions are sent to a secondary channel.
2. If a patrol supervisor has not taken command of the pursuit within the first minute, assign one from the area originating the pursuit (or nearest available supervisor) to be responsible to manage the pursuit until termination or conclusion. If a supervisor cannot be located to take command of the pursuit within the first two minutes, Dispatch Center will terminate the pursuit.
3. Notify other channels and police agencies if the pursuit may enter their jurisdiction.
4. Initiate registration and criminal record searches as soon as possible and broadcast when time permits.



## G. Inter-Jurisdictional Pursuits

1. The pursuing police officer shall notify dispatch when it is likely that a pursuit will continue into a neighboring police agency's (Municipal or State Police) area of law enforcement responsibility, or cross the state line.
2. In all cases where a pursuit enters an area of law enforcement responsibility of a police agency other than Groton, Groton Police dispatch personnel shall be responsible for immediately notifying the police agency responsible for such area.
3. Notification from another jurisdiction of a pursuit in progress is not a request to join the pursuit. The caller from the outside jurisdiction will be specifically asked if this is a request for assistance or merely a notification. Unless specifically authorized by the supervisor/command staff member, no officer shall join in an active pursuit by another law enforcement agency, unless:
  - a. Directed by a supervisor; or
  - b. The involved pursuit unit is unable to request assistance; or
  - c. The situation demands immediate assistance as directed by a supervisor.
4. The shift supervisor shall communicate with the other agency's supervisor, when feasible, to determine the respective responsibilities of each police agency, and to determine which police agency will assume primary operational control of the pursuit. The supervisors shall also communicate with each other regarding any external conditions pertinent to the continued conduct of the pursuit.
5. In all cases where the pursuit enters a municipality without a regularly organized police department, notification shall be made to the Connecticut State Police Troop responsible for that area.
6. Agencies pursuing a vehicle into another jurisdiction must notify that jurisdiction as soon as practical, providing that agency with all available information pertinent to the pursuit, including but not limited to:
  - a. The reason(s) for the pursuit, or primary offense the driver or occupant(s) are believed to have committed
  - b. Location, speed, and direction of travel
  - c. Vehicle and occupant(s) description
  - d. The number of vehicles and agencies involved in the pursuit
  - e. Whether assistance is requested/needed or not

- f. Other available information as to the conditions of the pursuit
- 7. The pursuing agency will notify the other jurisdiction whether or not the pursuit has been terminated or is leaving their jurisdiction.
- 8. Any agency involved in the pursuit may, at its discretion, choose to terminate its involvement in a pursuit at any time. The supervisor and the police officers involved in the pursuit shall make their own determination whether their officers shall enter, continue or terminate the pursuit within their jurisdiction.

#### H. After-Pursuit Inspection and Investigation

- 1. Upon termination of the pursuit, the on-duty supervisor shall inspect any vehicle utilized during the pursuit. Any vehicle which is suspected to have suffered damage in a pursuit shall immediately be removed from service for inspection. Photographs should be taken of all damage caused to police vehicle(s), the violator's vehicle, and other vehicles damaged during the pursuit.
- 2. The Shift Supervisor may notify and request that a Groton Police Department's accident reconstructionist report to the scene of any accident that is the result of a pursuit. The reconstructionist shall have the responsibility of investigating the accident, and shall report his/her findings to the Chief of Police.

#### I. Reporting/Review Requirements

- 1. Officers' Responsibility:
  - a. Each officer involved in the pursuit will submit a Case Incident Report (CIR) detailing all actions taken, including, but not limited to, the deployment of tire deflation devices, blocking side streets, etc.
  - b. The reports shall be completed prior to the end of the officer's shift. If the officer(s) are physically unable to comply, they should be interviewed by their immediate supervisor as soon as possible.
  - c. Each police officer who initiates a pursuit is required by Public Act 18-161 to, complete the adopted [statewide pursuit tracking form](#) and submit it through the chain of command to be forwarded to the state as required and included in the agency's annual pursuit reporting requirements.
  - d. Each form shall indicate whether the officer was the initiating/primary officer or a secondary unit.

2. Supervisor's Responsibilities:

- a. After each pursuit situation, it will be the responsibility of the assigned supervisor to verbally notify their Shift Commander.
  - b. Complete a Pursuit Report, as well as review all CIRs and supplemental reports.
  - c. Document unit numbers of those vehicles involved in the pursuit and all those who respond to the apprehension site.
  - d. Request an audiotape copy of the pursuit from the Dispatch Center, to include all transmissions on those channels affected by the pursuit. These audiotapes will then be forwarded to the Chief of Police as soon as practical.
  - e. In-car videos and body worn camera videos will be secured and also forwarded to the Chief of Police as soon as possible.
  - f. The administrative review of the pursuit shall be conducted by a supervisor not involved in the pursuit.
3. Each pursuit will be reviewed by the Chief of Police. The scope of the review will include compliance with this policy and the identification of any training deficiencies, as well as suggestions for changes and/or modifications to this policy.
4. The Captain shall prepare a documented annual analysis of all vehicle pursuits that the Groton Police Department was engaged in, as well as a review of the pursuit policy and reporting requirements. The annual analysis shall be completed by January 15<sup>th</sup> of each year and shall be approved by the Chief of Police. The annual analysis shall contain the following information:
- a. Total number of pursuits;
  - b. Number of pursuits which resulted in accidents, injuries, death and number of arrests;
  - c. The number and types of vehicles involved in accidents;
  - d. A description of the individuals injured or killed (police, violator, third party);
  - e. The number of violators involved and arrested in pursuit incidents, including passengers;

- f. All charges filed;
- g. Identified training needs/deficiencies; and
- h. Identified policy modifications, if any.

#### 5. State of Connecticut Annual Reporting

- a. Pursuant to Public Act 18-161, the Chief of Police, or designee conducting the Administrative Review of each motor vehicle pursuit, shall forward the State of Connecticut, Department of Emergency Services and Public Protection (DESPP), Police Officer Standards and Training Council (POSTC) Standardized Pursuit Tracking Form to the designated recipient following each pursuit. Additionally, and in conjunction with the annual pursuit analysis, the Chief of Police or designee shall forward the DESPP, POSTC Annual Pursuit Report to the recipient(s) designated by POSTC no later than January 31st of each year.

#### 6. Training

- a. Police officers who drive police vehicles shall be given initial and periodic update training in the agency's pursuit policy and in safe driving tactics. The provisions of Section 14-283a-1 to 14-283a-4, inclusive, of the Regulations of Connecticut State Agencies shall be a part of the curriculum for all police basic recruit training and re-certification programs in Connecticut.
- b. Pursuit Training Programs shall consist of:
  - 1) Knowledge of applicable statutes
  - 2) Court decisions impacting police pursuits
  - 3) Department policy
  - 4) Supervisory and individual responsibilities in a police pursuit
  - 5) Reporting requirements
  - 6) Inter-jurisdictional considerations
  - 7) Pursuit driving skills and techniques.
- c. This policy shall be reviewed at least once each year with each Groton Officer.